

Municipal Court, for shooting Jeremiah Agin in October last. The plea of self defence will be set up.

The Weather Throughout the Country.

BOSTON, Dec. 31.—P. M.

It rained hard this morning. The weather cleared up finely this afternoon. The wind this evening was north west, and it is bright moonlight.

PORLTAND, Me., Dec. 31.—10:30 A. M.

Snowed all night; some slogging; commenced raining this morning.

TROY, N. Y., Dec. 31.—9:15 A. M.

Snowing thick and fast.

RUTLAND, Vt., Dec. 31.—8:30 A. M.

Blustery, but not very cold; about an inch of snow fell.

BURLINGTON, Vt., Dec. 31.—10 A. M.

Mild, scarcely any wind; about three inches of snow fell during the night.

MIDDLEBURY, Vt., Dec. 31.—10:30 A. M.

Snowing hard.

VELLOWS' FALLS, Vt., Dec. 31.—10:30 A. M.

Mild, and snowing. Nearly a foot fell since last night.

DURROR, Dec. 31, 1857.

The weather is moderate; there is but little snow, and the river is free from ice.

CINCINNATI, Dec. 30, 1857.

A heavy storm of rain has prevailed all this afternoon. The river is yet stationary, with sixteen feet of water in the channel.

KINGSTON, C. W., Dec. 31—10:35 A. M.

Snowing and raining.

OTTAWA CITY, C. W., Dec. 31—10:50 A. M.

Some snow; no rain.

BROCKVILLE, C. W., Dec. 31—10:40 A. M.

Very wet, and snow falling.

TORONTO, C. W., Dec. 31—11 A. M.

Raining and snowing.

QUEBEC, Dec. 31—11 A. M.

Snow storm; drifting hard, and has been so all night.

MONTRÉAL, Dec. 31—10:30 A. M.

Thermometer 28 deg. above zero; very heavy snow storm. Commenced yesterday, at noon, and still continues; about two feet of snow has fallen.

Markets.

PHILADELPHIA STOCK BOARD.

PHILADELPHIA, Dec. 31, 1857.

Stocks dull. Pennsylvania State Fivees, 33½; Reading Railroad, 27½; Morris Canal, 43; Long Island Railroad, 5%; Pennsylvania Railroad, 100.

COTTON.—The market is unchanged, parties awaiting the Niagara's advice; sales to day, 3,560 bales. Decreased receipts as compared with last year, 177,000 bales; ditto all Southern ports, 423,650 bales. Stock in port, 335,000 bales. Total value, \$1,000,000. Cotton 15¢ per lb. Bremen, Mixed cotton 5¢. Mess port, \$15 a bushel. Bremen, 5½¢. Hand 6½¢. Lard in kgs, 9½¢. Other articles unchanged.

NEW ORLEANS, Dec. 30, 1857.

Cotton is unchanged; sales to day, 3,560 bales; ditto all Southern ports, 423,650 bales. Stock in port, 335,000 bales. Total value, \$1,000,000. Cotton 15¢ per lb. Bremen, Mixed cotton 5¢. Mess port, \$15 a bushel. Bremen, 5½¢. Hand 6½¢. Lard in kgs, 9½¢. Other articles unchanged.

MOBILE, Dec. 30, 1857.

Cotton has advanced 15¢ to-day. The market has been 4,000 bales, at 8½¢, a 9¢ for milled.

NEW ORLEANS, Dec. 30, 1857.

The above is a correct version of the dispatch published this morning, quoting a decline of 2 cents, which must have been a manifest error to mercantile readers.

CINCINNATI, Dec. 30, 1857.

Hogs are dull at \$4 75 a ton for 100 lbs. The receipts this season have been 261,000 head, against 313,000 last year. Mess port \$13. Lard 8½¢. The markets are all very dull.

THE ATLANTIC STEAMSHIPS.

The Passages of the Collins, Cunard, Havre, Bremen, London, Glasgow, Antwerp and Hamburg Lines of Steamships, &c., for the Year 1857.—Number of Passengers, &c., &c.

During the past year the number of steamships running to this port from Europe have been increased by the addition of several new lines, and nearly a semi-weekly communication has been kept up between the two shores of the Atlantic. If the rapid increase of steam vessels continues, ere long we shall have a daily line between the two continents, and an ocean steamer will be no more of a novelty than a packet ship was a few years since.

The Collins line during the past year has had added to it the noble steamer Adriatic, which has made one voyage. The performances of the Adriatic were very satisfactory to the company, and they anticipate that the passage she will make this year will be second to none here-tofore made by any steamer.

The Cunard steamers, including those running to Boston, have continued to run regularly, as heretofore, during the past year.

The new steamer Vanderbilt, named after and belonging to Commodore Vanderbilt, commenced running between this port and Havre in May last, and made five successful voyages, terminating on the 26th of November last, since which time she has been laid up. The Vanderbilt was the only successful opponent in speed that the Persia had to contend against during the year. By comparing the five last voyages of the Persia with those of the Vanderbilt, it will be seen that the latter has made the best time of the two.

One new steamer—the Tempest—has been lost the past year. She came from Glasgow to this port, where she arrived on the 1st of February, and sailed again on the 6th of that month on her return, since which time nothing has been heard of her.

The Liverpool and Philadelphia line of screw steamships, composed of the City of Baltimore, City of Washington, City of Manchester, and Kangaroo, which can regularly between those two ports during the year 1856, have been running between Liverpool and this port with the greatest regularity and success during the past year. They have carried more passengers than any other two lines combined. But of one—the Kangaroo—went to Philadelphia the past year, where she arrived on the 6th of January, and sailed again on the 16th of February, after being detained about two weeks by the ice. The City of Manchester left Liverpool on the 1st of January for Philadelphia, but after getting to the Capes of the Delaware she found it impossible to enter, owing to the ice, and was compelled to come to this city. Since that time the whole line has been running to this port.

After the steamer Ericsson was withdrawn from the service she made one voyage to Bremen direct. She left this port on the 16th of September and returned again on the 4th of November.

A Bremen steamer named the Hansa arrived here from Bremen direct on the 24th of May, sailed again on the 25th, and arrived at Bremen on the 25th. She brought over upwards of 500 passengers and took back near 100, but for some cause she was withdrawn from the route.

The Antwerp line, composed of the Leopold 1st, Belgique and Constitution, after having made seven voyages to this port, were withdrawn from the line, having been chartered by the British government to convey troops to India.

A new line of screw steamers, to run between Bremen, London and New York, commenced in April last. They were named the Queen of the South, Indiana, Argus and Jason. This line was in successful operation until it was chartered by the British government for the conveyance of troops, &c., to India.

The old Bremen line of steamers formed by the Washington and Hermann, and which has been in successful operation for about ten years past, ceased to exist on the arrival of the Washington in July last—the contract for carrying the mails having been given to Commodore Vanderbilt.

The steamers running between Portland and Liverpool, via St. John's, N. F., and Halifax, have made but few voyages during the year. The Liverpool and Quebec line, consisting of the Indian, Canadian, North American and Anglo-Saxon, have been running to Portland a greater part of the year. The number of passengers by these steamers has been few in comparison with those who have participated in the lines of screw steamers coming to this port.

The French line of screw steamers which we mentioned last year as having been formed for the purpose of running between Havre, Martinique and New Orleans, made but two or three voyages in the beginning of the year, and then ceased running altogether.

The following tables show the number of passages made by each steamer, both Eastern and Western, as well as the apparent time occupied by each of the Collins and Cunard lines, and of the steamship Vanderbilt, as near as could be ascertained, during the year. The apparent time of the other steamers we have given in round numbers.

We commence with the

COLLINS STEAMERS.

EASTERN PASSAGES.

Name. Left New York. Arrived at Liverpool. D. H. M.

Ericsson. Dec. 6. 12. Wed. 12. 18:35 P.M. 12:00 M.

Adriatic. Dec. 20. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Jan. 17. 12. Wed. 1. 1:30 P.M. 12:00 M.

Ericsson. Feb. 1. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Feb. 14. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. May. 9. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. June. 1. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. June. 4. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. July. 4. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. July. 18. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Aug. 1. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Aug. 14. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Sept. 1. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Sept. 14. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Oct. 1. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Oct. 14. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Oct. 17. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Oct. 20. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Oct. 23. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Oct. 26. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Oct. 29. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Oct. 31. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Nov. 3. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Nov. 6. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Nov. 9. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Nov. 12. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Nov. 15. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Nov. 18. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Nov. 21. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Nov. 24. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Nov. 27. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Nov. 30. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Dec. 3. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Dec. 6. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Dec. 9. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Dec. 12. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Dec. 15. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Dec. 18. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Dec. 21. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Dec. 24. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Dec. 27. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Dec. 30. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Dec. 31. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Jan. 3. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Jan. 6. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Jan. 9. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Jan. 12. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Jan. 15. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Jan. 18. 12. Wed. 1. 11:31 A. M. 12:00 M.

Ericsson. Jan. 21. 12. Wed. 1. 11:31 A. M. 1